

GENERAL RULES

Department of the Army railways include all railways constructed, maintained, or operated for Army use, whether by military personnel or by civilian personnel under military direction. Department of the Army railways are classified as military and utility railways. Personnel must be knowledgeable of the following terms to understand and comply with the railway operating and safety rules. These rules pertain to the safe operation of the Department of the Army railways and contain other general information for operators and other railway personnel.

Absolute block— A length of track in which no train or engine is permitted to enter while it is occupied by another train or engine.

Absolute permissive block (APB)— A designated section of track or tracks within which the movement of trains will be governed by block signals, which supersede the superiority of trains. The block signals may be controlled manually or automatically.

Absolute signal— A block or interlocking signal designated by an “A” marker or the absence of a number plate.

Automatic block signal system (ABS)— A series of consecutive blocks governed by block signals, cab signals

or both, actuated by a train, engine, or by certain conditions affecting the use of a block.

Automatic cab signal system (ACS)— A system which provides for the automatic operation of the cab signals and cab warning whistle.

Automatic train stop system (ATS)— A system actuated by wayside inductors so arranged that its operation will automatically result in the application of the brakes until the train has been brought to a stop.

Block occupancy indicator— An indicator used to convey information regarding block occupancy.

Block signal— A fixed signal at the entrance of a block to govern trains and engines entering and using that block.

Block system— A block or series of consecutive blocks within APB, ABS, ACS, CTC, or interlocking limits.

Cab Signal— A signal located in the engineer's compartment or cab indicating a condition affecting the movement of a train or engine. Cab and interlocking signals are used together and along with or in place of block signals.

Centralized traffic control (CTC)— A remotely controlled block signal system under which train movements are authorized by block signals whose indications supersede the superiority of trains.

Controlled siding— A siding within CTC or interlocking limits. Authorization for use of controlled siding is governed by signal indication or control operator.

Controlled signal— An absolute signal, whose aspect is controlled by a control operator.

Crossover— A track connection between two adjacent tracks.

Current of Traffic— The movement of trains on a main track one direction, specified by the rules.

Distant signal— A fixed signal outside of a block system, used to govern the approach to a block signal, interlocking signal, or switch point indicator. It will not convey information as to conditions affecting the use of the track between the distant signal and block signal, interlocking signal, or switch point indicator to which approach is governed. It will be identified by a "D" marker.

Division— A portion of the railroad designated by timetable.

Double track (DT)— Two main tracks, on which the current of traffic is in a specified direction on one track, and in the opposite direction on the other.

Dual control switch— A power-operated switch, also equipped for hand operation.

Electric switch lock— An electrically controlled lock device affixed to a hand operated switch or derail to control its use.

Engine— A unit propelled by any form of energy, or a combination of such units operated from a single control, used in train or yard service.

Extra train— A train not authorized by timetable schedule. Trains may be designated as extra or work extra.

Extra— For any extra train except work extra, the movement of which is authorized in a specified direction.

Work extra— For any extra train authorized by Form H train order, the movement of which maybe in either direction within specified limits.

Fixed signal— A signal of fixed location indicating a condition affecting the movement of a train.

Initial or originating station— The first station on each subdivision from which a train is authorized to occupy the main track.

Interlocking— An arrangement of signal appliances so interconnected that their movements must succeed each other in proper sequence. It may be operated manually or automatically.

Interlocking limits— The tracks between the outer opposing absolute signals of an interlocking.

Interlocking signals— The fixed signals of an interlocking, governing trains using interlocking limits.

Main track— A track extending through yards and between stations which must not be occupied without authority or protection.

Multiple main tracks— Two or more main tracks, the use of which is designated in the timetable.

Overlap sign— A sign marking the limit of control of a block signal.

Pilot— Any personnel assigned to a train when the engineer or conductor is not acquainted with the rules

or portion of railroad over which the train is to be moved.

Register station— A station at which a train register is located.

Regular train— A train authorized by a timetable schedule.

Restricted speed— A speed not exceeding 20 mph that will permit stopping within one-half the range of vision short of train, engine, railroad car, stop signal, derail, or switch not properly lined, and will allow looking out for broken rail.

Schedule— That part of a timetable which prescribes class, direction, number, and movement for a regular train.

Siding— A track auxiliary to the main track for meeting or passing trains. The timetable will indicate stations at which sidings are located.

Signal aspect— The appearance of a fixed signal conveying an indication as viewed from the direction of an approaching train; or the appearance of a cab signal conveying an indication as viewed by an observer in the cab.

Signal indication— The information conveyed by the signal aspect.

Single track— A main track upon which trains are operated in both directions.

Spring switch— A switch equipped with a spring mechanism to restore the switch points to original position after having been trailed through.

Station— A place designated in the timetable station column by name.

Subdivision— A portion of a division designated by timetable.

Superior train— A train having precedence over another train.

Switch point indicator— A light type indicator used in connection with facing point movement over certain switches to indicate proper fit of switch points.

Terminating station— The last station on each subdivision to which a train is authorized to occupy the main track.

Timetable— The authority for the movement of regular trains subject to the rules. It may contain classified schedules and includes special instructions.

Track bulletin— A notice containing information as to track conditions or other conditions necessary for the safe operation of trains or engines.

Track permit— A form used to authorize occupancy of main track where designated by special instructions.

Track side warning detector— Wayside detectors provided at various locations as shown in the timetable which detect such conditions as overheated journals, dragging equipment, excess dimensions, shifted loads, high water, and slides.

Track warrant control (TWC)— A method of authorizing movements of trains or engines or protecting personnel or machines on a main track within specified

limits in territory designated by special instructions or general order.

Train— An engine(s) with or without cars, displaying a marker and authorized to operate on a main track.

Train register— A book or form used at designated stations to register time of arrival and departure of trains, and other information as maybe prescribed.

Variable switch— A switch, designated by letter “V” or bowl painted yellow that remains lined in the position to which it is forced when trailed through the switch points.

Yard— A system of tracks, other than main tracks and sidings, used for making up trains, storing cars, and for other purposes.

Yard limits— A portion of main track designated by yard limit signs and by timetable, train order Form T, or track bulletin, used by trains and engines as prescribed by Rule 93.

Yard engine— An engine assigned to yard service.

SAFETY RULES

Safety is of the first importance in the discharge of duty. Obedience to the rules is essential to safety and to remaining in service. The service demands the faithful, intelligent, and courteous discharge of duty. Personnel must use care to prevent injury to themselves and to others. They must be alert and attentive at all times when performing their duties and plan their work to avoid injury.

Authorized personnel must report any accidents; personal injuries; defects in track, bridges or signals; or any unusual conditions affecting the safe and efficient operation of the railroad by the first means of communication. A written report must follow promptly when required.

OPERATING RULES

Personnel whose duties are prescribed by operating rules must have a copy available for reference while on duty. Personnel whose duties are affected by the timetable or special instructions must have a current copy immediately available for reference while on duty. Personnel must be familiar with and obey all rules and instructions. If they are in doubt as to the meaning of any rule or instruction, personnel must ask their supervisor for an explanation. They must attend required classes and pass the required examinations.

Rules may be issued, cancelled, or modified by general order, timetable, or special instructions. When authorized by the superintendent or battalion commander, general orders or special instructions may be cancelled, modified, or issued by train order Form Q or track bulletin.

Personnel must cooperate and assist in carrying out the rules and instructions, and must promptly report any violations to the proper officer. They must also report any condition or practice affecting the safety of trains, passengers or personnel, and any misconduct or negligence affecting the interest of the government.

Personnel must expect the movement of trains, engines, cars or other movable equipment at any time, on any track, in either direction. They must not stand on the track in front of an approaching engine, car, or other moving equipment. Personnel must know the location of and the standard minimum clearance of structures and obstructions.

Personnel whose duties require service on more than one division, terminal, or on another railroad, are under the jurisdiction of the officers of the division, terminal, or other railroad on which the service is being performed. When performing service on another railroad, unless otherwise instructed, personnel will be governed by the safety rules and the air brake and train handling rules of the railroad by which they are employed and by the operating rules and timetable of the railroad upon which they are operating.

Train and engine service personnel must not occupy the roof of a freight car or caboose under any circumstances. Other personnel whose duties require them to occupy the roof of a car or caboose may do so only when equipment is standing.

SPECIAL RULES

Rules with the prefix "S" apply to single track only. Personnel must be familiar with the following terms as they apply for special orders.

Car(s)— Railroad cars.

Conductor (or yard engine foreman)— Individual in complete charge of a train crew.

Control operator— Person assigned to operate a centralized traffic control (CTC) or interlocking control machine or authorized to grant track permits.

Engineman— Engineers, firemen, or hostlers.

Flagman— Any soldier providing flag protection.

Foreman— A soldier in charge of work.

Trainman— Conductors, brakemen, yard engine foremen, switchmen, and yard helpers.

Train(s)— Used in connection with speed restrictions, flag protection, the observance of all signals (except train order signals) and signal rules, also applies to engines.

Special instructions—Special instructions contained in the timetable or in pamphlet supplemental to the timetable.

When there are multiple rules under the same number followed by a suffix letter, each rule is considered as a separate rule. While rules are subdivided for convenience, they apply equally to all, and must be observed wherever they relate in any way to the discharge of personnel duties.

The following authorized abbreviations are used in train orders, track warrants, track bulletins, or clearances. Initials are authorized for use in place of

the train dispatcher's signature. The usual abbreviations for names of the months, except May, June, and July are also allowed.

Authorized Abbreviations for Use in Train Orders

ABR	absolute block register	eng	engine
		enr	engineer
ABS	Automatic Block Signal System	frt	freight
		jet	junction
ACS	Automatic Cab Signal System	max	maximum
		MW	maintenance of way
AMTK	Amtrak	msg	messenger
APB	absolute permissive block	reins	minutes
		MP	mile post
ATC	automatic train control	mph	miles per hour
		no	number
ATS	automatic train stop	OK	correct
		opr	operator
C&E	conductor and engineer	orig	originating
		psgr	passenger
corn	complete	subdiv	subdivision
condr	conductor	supt	superintendent
CTC	centralized traffic control	TWC	track warrant control
dispr	dispatcher		
div	division	YM	yardmaster